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CENTRAL INTELLIGENCE AGENCY

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SOURCE Viata Sindicala, No 488, 1949DELIVERY DIFFICULTIES HAMPER CEMENT PRODUCTION

The Titan Cement Plant failed by 0.3 percent to reach its production quota for the first quarter of 1949. The plant used oil from the Brazi Refinery of Sovrompetrol for heating the furnaces. The shipment of oil which was received in January contained so much water that it froze in the containers. This caused the plant to shut down for 12 days. Another difficulty was the use of tank cars equipped to handle gasoline and not heavy oil. To unload the heavy oil from the cars, it is customary to connect steam pipes from the plant to the pipes which run through the tank cars, and by this means the oil is heated until it is liquid. The cars which are used for gasoline do not have the same pipes as the cars used for oil and for this reason steam could not be used to heat the oil.

The plant receives gypsum, used in making cement, from the vicinity of Brasov by railroad. The average daily consumption of the plant is 25 to 30 cars a day. Because of poor planning by the railroad, there were always 200 cars on the plant siding, waiting to be unloaded. Since the plant does not have sufficient storage space, it was impossible to unload these cars, and the plant was forced to pay the railroad 1,200,000 lei for not unloading the cars on schedule. This sum made the cost price of cement much higher than it should have been. The railroad is one of the largest consumers of cement; so it, in turn, showed a greater expense for material than would have been necessary with the proper planning of car deliveries.

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